

COMMENT

Lacking knowledge

WHAT WE were saying in this column last week about needing more people in Brussels who knew something about fishing, was underlined on Wednesday, by John Silkin, Minister of Agriculture Fisheries and Food.

Called to give evidence in the House of Commons to the Committee now conducting an inquiry into the fishing industry, Mr. Silkin said that the EEC does not have sufficient expertise or staff to deal with the problems relating to fishing. The only way this expertise can be gathered is through help from national governments. Mr. Silkin went on to point out that Britain was streets in front of the others when it came to contributing knowledge on fisheries matters.

In what amounted to a drum-banging session for his Government and Ministry, Mr. Silkin went on to say that we also led the field when it came to protecting our fisheries. We think there might be a few fishermen who would dispute this.

From the Committee's questions to the Minister, it became apparent that they were as equally confused as fishermen about how our protection fleet is operated. One member of the Committee who had been out with the fleet, referred to a two-and-a-half hour delay when it came to a decision on whether to approach a foreign vessel. There seems to be conflict in the roles of the Ministry of Defence and MAFF in these matters.

So far, it has fallen to Britain to protect 60 per cent of the fish stocks in the EEC pool. Although official estimates put the cost of protection at around £5m we tend to believe an unofficial costing, which includes air patrols, of near £26m.

This is a lot of money to employ in maintaining a soft political line with offending foreign fleets.

fishing news

Editor:
Harry Barrett
Assistant Editor:
Ian Strutt

Scottish Correspondent:
Gloria Wilson

Advertisement Director:
Fred Pursell

Managing Director:
W. A. Cathles

Published weekly.
Postal subscription rate
28 p per annum
28.50 overseas
Registered as a newspaper at
the Post Office.

ABC

110 FLEET STREET,
LONDON EC4A 2JL
Telephone: 01-383 6961

THREE MEN died during the night of January 12/13 when the 34ft. coble Sea Triumph (SH 4) mysteriously sank in the Humber estuary as she was being taken round to Hull from Scarborough.

The men were later identified as the owner of the vessel, Melvyn Stephenson (28), father of four and formerly a trawlerman who was licensee of the Albion Hotel, Hull, Benjamin Rowbottom (46), also father of four and formerly a trawlerman of Hull and Harry Scott (38), father of three and a trawler cook from Hull.

Mr. Stephenson bought Sea

Triumph in October and the men were bringing her to Hull where they had planned to fish her for recreation.

The drama began at 20.04 hours on January 12 when Spurn coastguard picked up an interrupted Mayday signal. The message was "Mayday, Mayday, we are sinking in the river... Sea Triumph".

It was also picked up by shipping in the Humber, but was cut short before a position could be given.

Immediately the Humber lifeboat was launched and an RAF helicopter from Leconfield joined in the search, but was forced back to base by fog, snow and poor visibility.

The lifeboat, however, kept up the search throughout the night. Around 02.00 hours the lifeboat came across flotsam in the river which was positively identified as belonging to Sea Triumph.

At first light on January 13 the RAF helicopter resumed the air-sea search. Whilst concentrating on a stretch of coastline on the south bank between Grimsby and Donne Nook, a dayglow object was spotted in the sea which proved to be the first body clad in an immersion suit and lifejacket.

It was lifted from the sea

and landed by the helicopter at North Cotes.

Returning for a third time

to the same area the final body was located, without a lifejacket, and also put down at RAF North Cotes.

Apart from the wreckage

Sea Triumph found by

Humber lifeboat, it

described to be a plank and

drum, there were no

of the missing cable

Triumph was three-year

and had been kept in

condition.

"Which port these vessels

will sail from is in the hands

of the Philistines", he said.

Employers would sail boats

from the port which is best for

them, regardless of what it

means to their workers.

"I am not going to say there

are good employers because I

have never met one", he said.

"To me, the fisherman is a

second-class citizen.

Everything we get is of a

secondary nature and they

have virtually no entitlement

at all to the social benefits of

the nation outside the labour

exchange."

He added: "I think they

should be here but I am still

making allowances. I think

they suffer many more

hardships than I ever dream

about."

He said that fishermen

knew they would never get a

50-mile exclusive limit and he

put forward an alternative

scheme. "We should conserve

about six boxes around the

coast. We should monitor the

build up of fish stocks in

these areas — and only we

should be allowed to fish

there."

He said that the industry

could have to turn to catching

blue whiting and said there

were two machines in Hull

capable of processing the fish,

despite the bones and lack of

meat.

Mr. Cairns was told that

there were only about three

fishermen at the meeting, the

and the money we are talking about is £4,000 a year."

He described the way

fishermen are paid as "abso-

lutely laughable". A man

could be in a position where

his skipper's pay is 20

times greater than his own.

"This is ludicrous. There has

got to be a fairer distribution

of the wealth of the fishing in-

dustry."

Fishermen's "second-class

citizenship" would not be

accepted anywhere else in

any industry in the country.

RECONSTRUCTION

miles in normal conditions. The riverward foghorn has also been replaced. The completion of the new entrance pier coincided with the beginning of demolition work on Monday this week of old timber pier with new steel and re-inforced concrete superstructures of the old Chapman's and Henderson's jetties on Grimsby fish docks. Both jetties — and the cul-de-sac road between them — have been withdrawn from service during the work which is yet another phase in the fish docks modernisation scheme.

The temporary intermit-

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extremity, in operation dur-

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Salmon fishing time slashed

A ROW is brewing at the south coast port of Mudeford over a new fishing by-law which will cut the time fishermen can catch salmon in Mudeford Run.

The new salmon netting season opens in February and fishermen say the by-law made by the Wessex Water Authority will cut their fishing time in half.

The Wessex Water Authority says it is willing to meet a deputation of Mudeford fishermen for talks.

The by-law was made and approved by the Ministry of Agriculture to help conserve dwindling salmon stocks.

'Vanguard' — good news

THERE WAS good news for British United Trawlers last week when its Grimsby-based freezer *Ross Vanguard*, which grounded north of Tromso, Norway, last month, was inspected in a dry-dock at Liverpool.

It is understood the vessel has suffered only minor damage, mainly to sounding equipment, and could be back at sea within a few weeks.

BOARD BACKS FISH PLANT FOR LEWIS

DETAILED proposals for building a fish drying factory with pier at Breasclete on East Loch Roag, Isle of Lewis, have been prepared by the Highlands and Islands Development Board in partnership with a Norwegian firm.

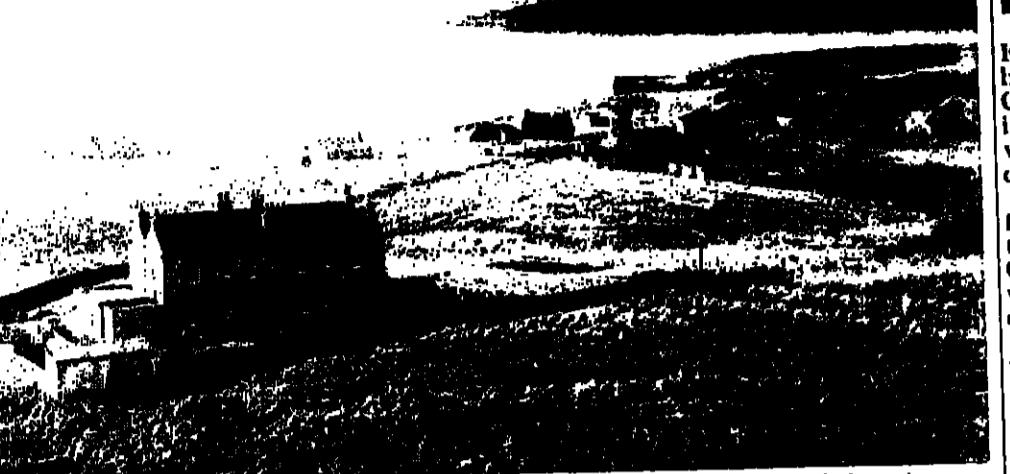
The proposals are the first development in the board's plans for the expansion of fisheries to the west of the Hebrides and envisage the establishment by the board of its own commercial enterprise.

Professor Kenneth Alexander, chairman of the board, has said that the implementation of the proposals would require the co-operation and support of a number of interests and public bodies.

"The board has started discussions towards this end. We have been meeting local crofters and landowners in Lewis with a view to the purchase by the board of the small quantity of land which would be required at Breasclete for the project.

"We also met representatives of the Western Isles Islands Council and held a meeting in Breasclete to inform the people of the community about our proposals."

Professor Alexander also stressed that the proposals would require to be approved by Government.



Breasclete, Isle of Lewis, where the HIDB plans to build a new pier and fish drying plant.

The board's project involves fish drying process based on a technology developed in Norway but not so far used on a commercial basis in the United Kingdom. The species of fish required for the project are in plentiful supply west of the Hebrides but are not at present fully vessels at all stages of a factor to operate on a year-round basis.

It is believed that the project will provide an additional sales outlet for the Scottish fishing fleet.

The project will entail building a pier at Breasclete capable of handling fishing

tide, and the construction of a factory to operate on a year-round basis.

It would provide full-time jobs for over 30 people and some 15 part-time jobs. The estimated cost is in the region of £750,000.

Mr. Tonkin said the three-mile limit is more important now than at any other time.

"There are mackerel from three miles out to the shore," he said. "The men who fish for them should get the protection they need."

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Newlyn base for 31-footer

Boy Antony (below) is the latest boat designed and completed by the yard of C. Tomes and Son Ltd, at Polruan, Cornwall.

She has been built for Mr. C. S. Hosking of Mousehole and will work out of Newlyn. The yard has designed *Boy Antony* for lining, potting, netting and mackereling, and she has fish and net rooms under a laid deck.

With a length of 31ft. 6in., beam of 11ft. 6in. and draft of 3ft. 3in., she is powered by a Lister HRW3 4MGR2, rated at 58 hp at 2,200 rpm, driving a 23in. propeller. On trials she reached a speed of 8.2 knots.

Her forward wheelhouse is equipped with a Kelvin Hughes echo sounder and Seavoice radio. On deck a Hydema power winch and capstan head are fitted and she has hydraulic steering.

Her builders say that the cost of this wooden boat, with oroko decking, compares well with that of a GRP equivalent.

Boston Attacker and *Boston Marauder* are now

waiting for the installation of refrigeration equipment. Colin Hughes, a chartered engineer at Liverpool who arranged the purchase of the vessels, said there had been a small contractual difficulty over the new equipment. When this is cleared up, it would only take about nine days to equip the vessels. "It is no use them going as

they are because there are the icing facilities where we are going. And in the temperatures ice will melt very quickly, so they will have to return to port only a few days.

With the refrigeration equipment, they will be able to fish until full".

A third ship bound for Africa is *Alcarfa*. Due to today from Alexandra Dock, the ship was built while still under construction in Spain.

She was one of six deep-sea trawlers building Bilbao for operation Angola, but political upheaval in the African country had given the plans a back.

The White Fish Authority bought the ship on behalf of the Saudi Arabian Ministry of Agriculture and Water Resources for a long-term fisheries development plan.

Alcarfa has been extensively refitted at the Hull Graving Docks of the Humber Graving Docks and is now a well-equipped fisheries research vessel.

The 85m, ship is due and is being sailed to her new captain, Hull trawler skipper Skipworth.

COMPLAINTS by Exmouth fishermen against Brixham trawlers have been rejected by the Devon Chief Sea Fisheries Officer, Harry Warden.

Exmouth men were concerned at the number of Brixham boats in the area of the River Exe with small mesh nets.

They alleged that small fish in the area were being affected, and they feared that several fishing partnerships which were spawning beds would be damaged and immature shellfish would be destroyed.

At a meeting with Mr. Henderson in London in the last week of January 1976 he immediately agreed to approach the Under-Secretary of State for Scotland.

In March 1976 Mr. Henderson informed us that we should submit claims for payment in respect of the two applications in question to the Department of Agriculture & Fisheries for Scotland, as he thought it was now possible for the matter to be settled satisfactorily.

We immediately compiled a written case for Douglas Henderson, SNP Member of Parliament for East Aberdeenshire, stating our reasons why it had been virtually impossible to comply with the "work-start" rule because of:

(i) The late notification of the grant system to the catchers side of the industry.

(ii) The complexity of the application itself and the lack of information as to how to set it out.

(iii) The extremely high building programme in early 1973 and,



'Sealion' top at Milford

MILFORD HAVEN trawlers have got off to a flying start this year with some big grossings.

Last week four vessels took advantage of excellent markets to make good returns. Top ship was *Pictor Sealion* (Skipper John Rogers). The vessel landed 145 kits which sold for £5,897.

On the same day *Pictor Sea Eagle* (Skipper Robert Foster) made 14,878 from 118 kits and *Arthur Harvey*, under Skipper John Donovan, made £1,327 from 25 kits.

Between them the vessels landed a total of 30 kits of cod, 15 of whiting, 100 of roker, 10 of turbot and brill, five of plaice and 10 of soles. Landings were completed by *Bryher* (Skipper A. James) who caught 111 kits.

Two kits of haddock, 20 of cod, 15 of whiting, 30 of roker, five of turbot and brill, 10 of plaice and five of sole were the vessel's main varieties.

The vessels worked the Irish Sea and Bristol Channel.

Because other boats in the area could not be contacted, *Marigold* battled her way through rough seas to aid the Buckie boat and reached her at midnight.

Said Skipper Duncan: "To put it bluntly, the boat could

have been lost and that is why I went 40 miles to her aid. The man on the boat were obviously in deep trouble and we had to help".

As *Marigold* towed *Rhodella* across Portishead Field, the wind was blowing at 50 knots. "There was a 30ft. swell and there were quite a few times when we could not see *Rhodella*", he said.

Said the coastguard: "She

would be serious to fisherman

based in Portsmouth and Langstone Harbours. Some are young men working small boats with the minimum of help and needing to be able to work in sheltered waters in bad weather for their livelihood," he said.

Mr. Mallows added that

Mr. Woods is a man who could be relied upon to work, control and improve the fishery, even though the judgement went against him.

The local committee has

already registered an application for a regulation order with the ministry, giving it sole fishing rights which could then be leased short-term to individual fishermen.

"One of our main considerations is to ensure the preservation of oysters for future generations, so anyone applying to us for a lease would have to convince us he is prepared to cultivate the beds as well as fish them," said the committee's chief fisheries officer, Major A. J. Parker.

Exe complaints thrown out

evidence then submitted was not sufficient to warrant a change.

Now, after surveys, the plea is to increase the minimum size of hen crabs to 5in. and of cock crabs to 6in.

The message went in a telegram signed by William Bedcock, the chairman, on behalf of all Devon inshore fishermen.

But there was a cheerful message for the committee at its quarterly meeting from the county's chief fisheries officer, Mr. Warden, who said that in the past decade Brixham and Plymouth had more than doubled their landing of demersal and pelagic fish.

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Our belief is that better results

NORTH SHIELDS is growing in importance as an inshore port. Provisional figures for 1978 show that about 1,300,000 cwt. of all species of fish sold there for just over £7m. in 1978, as against 888,500 cwt. fetching £4.4m. in 1975.

With the decline of the Humber ports, North Shields could well play an increasingly important role in the future. Its geographical position gives it greater potential than almost any other British port, especially within the context of Britain's new 200-mile limit and the cut-back in distant water fishing.

The richest North Sea grounds are only a few hours steam from the Tyne and there is rapid road access to the Midlands and south.

Existing fish quay and berthing facilities are inadequate, but the plan to build a new fish dock has not been ruled out. If the scheme goes ahead, it will be the first time for about a century that a whole new fishery harbour has been built in the British Isles from scratch and on such an important scale.

Already new premises for fish merchants are being built and have been designed so that they would fit in with any new fish dock development.

Major landings at the port still stem from white fish with 3,077,000 cwt., mainly from inshore trawlers and seine netters, fetching about £4.4m. in 1978. However, in recent years, a vigorous sprat fishery has developed and in 1978 the landings and value were about double the 1975 figures.

The current sprat season is now in full swing and December saw about 75 vessels from Scottish and English ports taking part.

During the few weeks from November 26 until the end of the year, the season had its best start ever when 313,244 cwt. was sold for £757,157.

The bulk of sprat landings went for fish meal with prices pushing up to the £50-a-ton mark.

While fishermen are paying about £5-a-ton for road transport from North Shields to the Humber fish meal plants, the big prices together with heavy catches are making the fishery well worthwhile.

In the few weeks prior to December 31, only 26,649 cwt. was sold for pet food and 3,739 cwt. for freshening.

Prices varied from about £2.88 a ton for pet food to £10.50 for human consumption; the ton measure is still used as catches are discharged by basket.

Sprats destined for fish meal can be unloaded much more rapidly by means of "diggers" mounted on the quayside.

With prices for fish meal now about on a par with those for freshening and pet food, the meal fishery is more lucrative as boats unloading by "digger" have a faster turn round.

In the past, sprats have been taken off the Tyne and the Durham coast, but this season they are swimming much further south.

At the end of the year the fleet was fishing off Whitby and Scarborough. By the end of the first week in January boats were having to steam as far south as Flamborough Head. This has prompted the Grimsby boats which were based at North Shields earlier

in the season to take their catches straight into the Humber.

One or two Scottish boats, and odd boat belonging to North Shields, have also put into Grimsby.

Quality of the sprats this season is fairly mixed, with the fish ranging in size from about 6 to 10 cm.

The boats are able to fish for sprats at any time of day or night and, so, normally just stay at sea until they get a full fishroom. With the shoals moving so far away from North Shields this season, the boats are having to make longer trips. But, once they find the "marks", most of them have enjoyed heavy fishing.

Fishing News visited North Shields during the first week in January when boats were making their first trips of the year.

The four 56 ft. Buckie-based sister-ships *Unity*, *Janeen*, *Celnius* and *Morning Star* made two big landings during the week.

Between them they put ashore about 180 tons after a 22 hour trip and, later in the week, landed 200 tons for 30 hours at sea. With the grounds a six-hour steam away from port, this is an excellent result.

All four boats are of stern trawler layout and were built of steel by Herd and McKenzie of Buckie during the last four years or so. They are working as four-some using Iver Christensen four-panel pair trawls.

Two larger Scottish pair trawlers arrived at North Shields in the New Year after switching from the west coast herring fishing: the 86 ft. Tynedraught-designed steel vessels *Day Dawn II* and *Golden Dawn* under Skippers James Tait of Inverallochy and Andrew Cowe of Peterhead.

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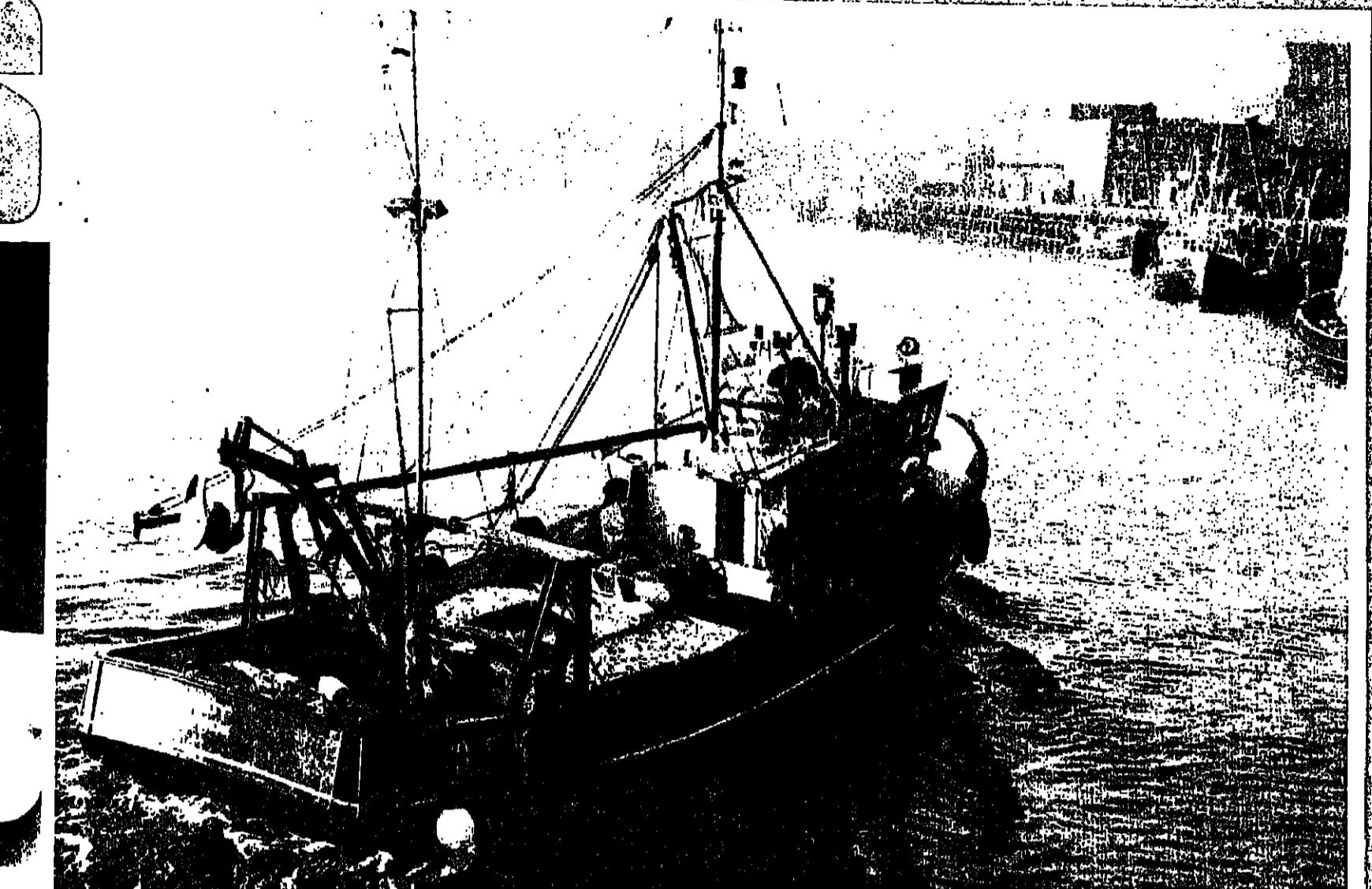
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NORTH SHIELDS



The 86ft. Peterhead registered *Day Dawn II* (Skipper James Tait) ready to unload a catch of about 120 tons

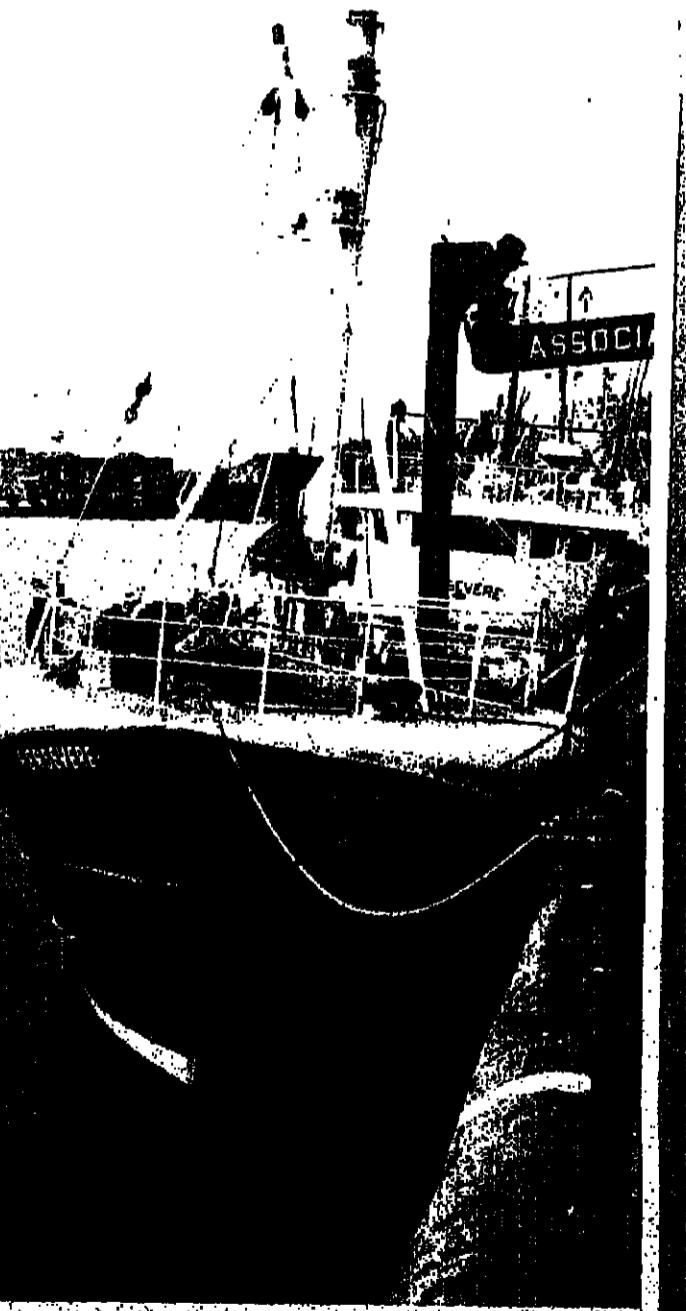


said that the boat had proved capable of fishing well and is Shields with a good catch of sprats.

In Devon, *Persevere* had been working with a Cornish crew but they had not wanted to work sprats. A North Shields crew has now joined the boat.

Although the new crew is still getting accustomed to working sprat gear, *Persevere* has made a very encouraging start from North Shields and has had landings of 80 tons.

Skipper Johnstone expects to be based at North Shields, switching to seine netting at the end of the winter sprat season.



Persevere unloading a catch of sprats in North Shields. She has been mackerel fishing from the West Country since her modifications at the Bideford Shipyard.

report by GLORIA WILSON

-meal prices hot sprat fishing

On Friday, January 7, *Day Dawn II* landed 120 tons of sprats, but *Golden Dawn* had only 20 tons following mechanical trouble.

Good 'marks' had been found about six miles east of Flamborough Head. Skipper Cowe said: "We're glad that we came because there is good money to be made at the sprats".

Many other Scots from ports as far north as Buckie are working sprats. These in-

clude the new 74 ft. wooden boat *Scarlet Thread II* which has been built by the Malahide shipyard, Dublin, for Skipper Tom Buchanan of Port Seton. (Details of this boat will appear soon in *Fishing News*).

Scarlet Thread II is working in partnership with *Scarlet Chord III*, built in Norway for the Buchanan family about three years ago.

Skipper Tom Buchanan of *Scarlet Thread II* said that

the sprat shoals are not so big and dense as in previous years, but there is good fishing once the "spots" are located.

The majority of locally owned vessels are also joining in the spratting.

Skipper Cliff Ellis and the

87 ft. Danish-built steel vessel *Christine Nielsen* are having a particularly good season. Another new boat, the 65 ft. *Sonia*, has also begun fishing. She has just been

completed by Robsons Boat Builders Ltd., of South Shields for Skipper Terence McEntee of North Shields.

A good performance is also being put up by the five vessels operated from North Shields by Newington Trawlers Ltd., namely

Cherry Burton, *Burton Constable*, *Bishop Burton*, *Burton Pidca* and *Burton Agnes*.

It is now more than two years since this Humber

week of the New Year she landed 109 tons after a 36-week stretch of inshore work.

The 76 ft. wooden-hulled

Terry Burton, under

skipper Colin Pearce, put

ashore a 91-ton catch for her first trip of the year.

All the Newington boats

are working single-boat hauls.

A spokesman for

Newington said that the boat

is ideally suited for this

North Shields is the 97 ft.

Another welcome arrival at

December 28 is

the end of fishing and that their

Persevere. Formerly the

Peterhead-registered *Silver Lining*, she was lengthened at

Bideford Shipyard last year

to give her stability standards

similar to those of other modern boats in the Scottish fleet.

After leaving Bideford in

October, she began working

mackerel from Plymouth and

then switched to sprat fishing

from North Shields before

the start of the New Year.

Another welcome arrival at

the end of the winter sprat

season.

Left: sprats from the 86ft. Peterhead boat *Day Dawn II* are transported to the meal plant. Below: the 87ft. steel-hulled trawler *Bishop Burton* (Skipper Terry Fairley) is having a good haul.

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Drifting even deeper

"I HAVE been fishing nine score drift nets this winter fairly successfully.

"I fished them from the surface down in seven fathoms and usually most of the fish were in the bottom half of the nets. My echo sounder generally showed that they were well down in the water."

I am, accordingly, trying to find out how I can let the nets down on 1½ - 2 fm. strops. Do I take the corks off or do I put more weight on the foot-ropes?"

"I believe that the best way to rig your nets is to add to their footropes leadlinings which will make them sink. Then if you attach buoys at the junctions between them on 1½ - 2 fm. strops, they should fish at the required depth."

If you are working a small fleet of nets, you can lie to them by a rope attached to the headline of the nearest net. But if you are going to work a big one, your best plan would probably be to attach larger buoys on longer strops above the junctions of the nets."

The strops should be about a fathom longer than the depth of the nets. Headlines should be secured to them 1½ - 2 fm. below the buoys and a stout warp should be attached to their bottom ends.

You will then be able to lie to the nets by both a rope attached to the headline of the nearest net and the warp, and there will be no risk of headlines parting in rough weather.

Quick-splicing polythene rope

ROPE THAT you can splice in a fraction of the time it would take you to splice any other type of rope has recently become available.

Known as Polysplice rope, it is made of orange polyethylene and is about 1½ in. in circumference. It consists of eight ¼ in. circumference strands loosely braided together so that if you compress the rope longitudinally at one end they open up and make it possible to insert the other end of the rope through the middle of them. If you then decompress, the strands close and take a firm grip on the end of the rope inserted.

Eye splice

You can not only splice lengths of rope together in this way, but you can splice the rope back on itself to form an eye splice, or around a thimble, with equal ease and speed.

So long as you pass between 6-9in. of the free end through the open strands, the splice will hold firmly when tension is put on it.

If you want to remove a splice, you can do so as quickly and easily as you made it; all you have to do is to compress the strands again and withdraw the free end of rope.

As far as I know Polysplice is only being produced in this one size at present. This has a breaking strength of 3,360 lb. so it should be suitable for



making all sorts of slings and grommets and for scores of other applications.

No doubt it will be made in larger and smaller sizes in due course and its uses increased.

Less costly

It is interesting to ruminate on what its applications might be if the same type of construction could be employed to braid flexible steel wire instead of polythene strands. Work involved in putting splices in wire ropes would become far less costly.

Further information about Polysplice is obtainable from Dartaport Ltd., 'Laudate', Dukes Road, Newdigate, Surrey.

DIESEL TERMS

"I AM confused by the pre-chamber and swirl chamber to describe the other.

In the first type atomized fuel spray is injected directly into the combustion chamber — the space between the top of the piston and the cylinder head — under high pressure.

It is forced through six or eight holes in the injector tip which rip the fuel into minute particles.

These are uniformly distributed and exposed to the air across the crown of the piston and so complete combustion is achieved.

OAR SLEAVE

"CAN YOU tell me where I can get leathers for oars? I used to buy them years ago — from a firm called Leafite but I no longer have its address".

"I doubt whether you can get ready-made leather sleeves for oars anywhere nowadays, but you can always buy leather from any saddler to make them yourself."

Leather sleeves have been superseded by polythene sleeves which are far more durable than leather. The leather, I think, are mostly imported from Norway.

You may be able to get them from Hayward Spear Ltd., The Old Maitling, Wickham Market, Suffolk; if not, from Hugh Norman (Marine Sales) Ltd., Ythan Cottage, Inverurie, Elgin, Aberdeenshire.

Get estimates in writing

"THREE months ago I had my boat hauled out for some repairs and the engine to be replaced. I was quoted a price for slipping, for the repairs, for installing the new engine and for relaunching. The quotation was a verbal one and I accepted it verbally."

"Now I have received an invoice for over £200 for work involved in fitting the engine — in addition to the account for slipping and repairs. What can I do about it?"

"You can refuse to pay the account and let the boatyard proprietor sue you, or you can endeavour to come to some arrangement with him about it amicably."

"You are both at fault and you may both have to pay for making a major mistake in

the first place. With all the goodwill in the world, it is possible for misunderstandings to be made in verbal contracts. And it is the height of folly not to confirm any made, in writing, as soon as possible afterwards."

If a boat builder, boatyard proprietor or marine engineer is not in the habit of making quotations in writing and you come to a verbal agreement with him about the cost of work to be done, possibly later disagreement can be avoided by writing him a note and keeping a copy of it shortly after your confabulation.

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Don't believe all you read

MOST items of gear and equipment sent to me for testing perform as claimed by their manufacturers.

The performance, of some, however, falls far short of claims made for them in sales literature and as a result of one or two recent experiences, I think you would be well advised not to believe implicitly what is written in product data sheets.

Maybe they are written in good faith. But maybe some of those responsible for their publication don't have proper facilities for testing their products in a marine environment or find it uneconomical in the short term to test them thoroughly under working conditions before launching them on marine markets.

Maybe there are other factors which affect the veracity

of claims. A producer of anti-fouling compositions may be a new one in certain areas and find it gives comparatively good protection, for the price he intends to charge for it, a cross-section of craft in those areas. But it may poor value for money when applied to vessels engaged in different types of operation elsewhere.

Claims made for a position which I tried not so long ago may have been quite justifiable, and it may have been effective when applied to the bottoms of craft kept in the vicinity of the manufacturer's premises. But on the bottom of my boat it was more effective for keeping free of fouling organisms the black varnish.

Likewise, a product for protecting underwater metal fittings which I recently tested. It may be effective in American waters, but hereabouts it is just the opposite.

I was highly impressed by claims made for this product in sales literature. I thought might be just what a lot of boat owners want — a composition which will keep underwater fittings free of fouling organisms and protect them against galvanic and electrolytic action.

This resembles other types of snap hooks in that it is designed for use when you want to attach one item of gear to another quickly; it differs in that it can be speedily and permanently secured by means of a locking mechanism.

They can be opened wider than standard links and, in practice, you are likely to find that they are more generally useful than standard links for this reason.

Say you want to fit a link round a thimble in an eye splice at the end of a rope. If you use a standard link you are likely to have to fit it to the thimble and then splice the rope around the latter — which means that you cannot remove the link thereafter. But if you use a long series, wide mouth link, you can splice the rope around the thimble, fit the link and thereafter remove it like an ordinary shackle whenever you want.

This is a rare instance of the advantages of wide mouth links. I could cite many more.

As well as these links, one devised for use by seiners in Denmark is also available. This is made of ½ in. diameter steel rod, is 6 in. long and is designed to take 1 in. diameter rope or chain at one end and 2 in. diameter rope or chain at the other. I don't know the particular purpose for which this link is used in Danish seiners, but I do know that its shape makes it useful for some purposes in any fishing vessel.

Chain

Say, for instance, you want to join a 3 in. circular fibre rope with a thimble spliced in the end to a length of chain. The thimble will fit comfortably in the wide end of the link and the end link of the chain in the other. If there is no thimble in the end of the fibre rope, there is plenty of room to hitch it to the link.

If you want to secure both a length of chain and a length of a mooring swivel, the wide end of the link will take them both. There may be more similar uses for this link.

Quadrants are fitted with terminals for 5 mm diameter stainless steel wire, terminals which can be adjusted for tensioning.

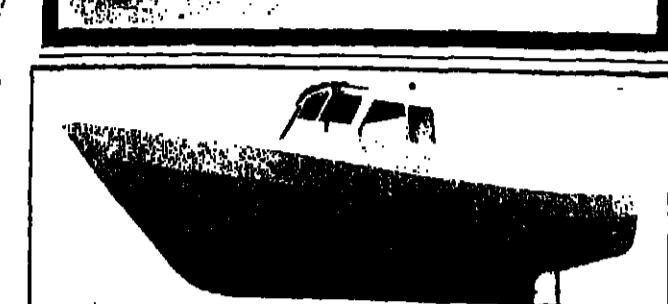
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Falmouth fleet 'listing'

GRIMSBY landings reached rock-bottom last week. Just on 12,000 kits were put ashore — the lowest for exactly 12 months.

Local fishermen, Mr. P. Crookford, is to compile a list of craft giving names, registration numbers and port of registration for the Cornwall Sea Fisheries Committee.

The idea came from a Sea Fisheries Committee meeting when it was claimed if a boat with the same name as another went missing, it could be some time before details were obtained for the rescue party.

"There are far too many boats with the same name and, in some cases, place names different to the Port of Registration," said Mr. Crookford. "It could cause great problems if a tragedy occurred."

The committee will vet the list and take what action it considers necessary.

'MONARCH' ON TOP

TOP CROSSING at Lowestoft last week was £10,876 made by the Small & Co. stern trawler *Suffolk Monarch*, skippered by 'Rogie' Smith.

Returning for the Tuesday market after a 12-day trip, she put ashore a 313-kit catch.

Boston Sea Sprite, under Skipper W. Barnard, was in second place with a £10,609 crossing made from a 265-kit landing on the Monday after 12-days. In third place was *Constance Banks*, which Skipper David Athorn brought home for the Tuesday market with a 265-kit catch after 12-days at sea. She made £9,589.

EEC plans young trainee swap

A WORKING Party of the people interested in fish EEC is considering a swap at two levels — small pilot programme to exchange young workers in the fishing industry. A country can either send or receive, or both.

The course would be for about nine months, with training in the host country's language. Travelling expenses and an allowance will be paid.

A number of countries have indicated that they will be prepared to receive workers — France will take 15 and have a course associated with their fishery training school at Lorient where all aspects of fishing and mariculture are covered; Scotland has said that they will take

GRIMSBY NOSEDIVE! lowest landings for a long time

ALL FISHING boats working out of Falmouth, Cornwall, are to go on record.

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when it was claimed if a boat with the same name as another went missing, it could be some time before details were obtained for the rescue party.

"There are far too many boats with the same name and, in some cases, place names different to the Port of Registration," said Mr. Crookford. "It could cause great problems if a tragedy occurred."

The committee will vet the list and take what action it considers necessary.

trip to better £40,000 (by 1982) was *Vanova* (Skipper Tony Hankin). She completed a hat-trick for BUT with 1,221 kits after 25 days.

It was a bad week for Consolidated Fisheries. *Barnsley* and *Gillingham* had only 752 kits and 586 kits of White Sea cod and haddock which grossed only £24,515 and £18,750, respectively, after long trips.

Middle water landings were confined to the H. L. Taylor Ltd. and Lindsey Trawlers Ltd. fleets, which off with the top trip of 1,393 kits, including over 1,000 kits of cod, which grossed £5,828 after 25-day trip.

With possibly the best 'quality' White Sea trip, BUT's *Lord Jellicoe* (Skipper Bill Sibley) just failed to better this grossing from a slightly smaller catch of 1,280 kits, after a 24-day voyage, which sold for £13,603; again mostly cod and haddock and nearly 300 of haddock.

The only other White Sea

skipper, *Nanao* (Sk. Bill Hodson), hit an early high with a £15,235 grossing from a well mixed Faroes/Western 14-day trip of 608 kits, consisting mostly of haddock, dogs and cod, and was never caught.

The zones are set out on three new East Coast charts

However, Lindsey's *Lucerne* (Skipper Frank Gilchrist), with 523 kits, including big spreads of sole, dogs, cod and haddock, was just 1,036 short of the best supplied market of the week and was decidedly unfortunate not to head this section.

Despite their early start there were again no seiner landings, but inevitably *Margrethe Bojen* (Skipper Jens Bojen) and *Frances Bojen* (Skipper John Richardson) opened up their pair account for 1977 with combined figures of £32,796 from 910

kits. This was mostly North Sea cod, which included 1,112 for 21 kits of roes. Both land through the John R. (F.S.) Ltd. agency.

Fishermen are being asked to look out forermen who have been tagged as part of survey being carried on behalf of the committee by Japanese marine biologists.

Weather permitting, it is expected that apart from beaches which are accessible from the shore, fishermen, taking islanders to outlying reefs and islands known, yield good hauls of ornamental fish.

The minimum size which can be taken is 8 cm. (3 in). Two more tides — Feb. 18 and 19 — will be available for ordering this year.

The latest purser for the Sherland fleet, the 86 ft. wooden-hulled *Zephyr*, has been delivered by the yard of J. and G. Forbes. A full report and pictures of the vessel, for Skipper John Irvine, will appear in *Fishing News* next week.

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PUBLIC NOTICE

YORKEBRIE WATER AUTHORITY — FISHING LICENCES 1977
NOTICE is given that fishing licences for 1977 are issued by the Authority with the approval of the Minister of Agriculture, Fisheries and Food as follows:

1. Red licence to fish by rod and line for freshwater fish, non-migratory trout and salmon throughout the Authority's area; and also for salmon and migratory trout throughout the area around the sea in the Estuary and its tributaries and in streams to the north of the Est.

Standard, net/reduced price, £1.50 per person.

Season, Seven days, £0.50 per person.

No fee will be charged to children under 14 years of age. Persons disabled with a certificate of disablement will be entitled to a reduced fee that they qualify. The holder of this licence is entitled to fish in the Estuary and its tributaries and in streams to the north of the Est., for freshwater fish, non-migratory trout and salmon.

2. Special red licence to fish by rod and line for freshwater fish, non-migratory trout and salmon throughout the sea throughout the Authority's area.

Standard, net/reduced price, £1.50 per person.

Season, Seven days, £0.50 per person.

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3. Special red licence to fish by rod and line for salmon, migratory trout, freshwater fish, non-migratory trout and salmon throughout the Authority's area.

Standard, net/reduced price, £1.50 per person.

Season, Seven days, £0.50 per person.

No fee will be charged to children under 14 years of age. Persons disabled with a certificate of disablement will be entitled to a reduced fee that they qualify. The holder of this licence is entitled to fish in the Estuary and its tributaries and in streams to the north of the Est., for freshwater fish, non-migratory trout and salmon.

4. Special red licence to fish by net throughout the Authority's area.

Standard, net/reduced price, £1 per net per season.

A. B. BALDWIN, Chief Executive.

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